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White Friars, Glass Works,

May 20, 1841.

FROM reference to our books it does appear that the first order for syringes we received was from you in the early part of May, 1841, prior to which, we believe, none had been made entirely of glass.

For POWELL and SONS,

To Mr. Acton.

JAMES GREEN.

No. X.

IMPROVED BEACON-BUOY.

*The Thanks of the Society were voted to Mr. J. FARRANT,
of Penzance, Cornwall, for his Improved Beacon
Buoy.*

22 Duke Street, Westminster,

March 9, 1841.

SIR,

AT the request of a member of your body I send you a description of a floating buoy, of which I gave an outline at one of your late meetings. This buoy, although used abroad, has never been employed in England, and indeed, that on foreign coasts was inefficient from a bad system of mooring. On my return to England, I found that a poor man (late a master mariner) had contrived a similar buoy without any knowledge of what had been done in other countries. I have procured from him a sketch of his plan, which I enclose; and, should you deem the contrivance a good one, it will give me much pleasure to find that you have conferred on this poor man a mark of your approbation. His address is at the head of the

short paper I send you on the subject ; should you wish further information, I will attend to give it on any evening you may appoint but to-morrow.

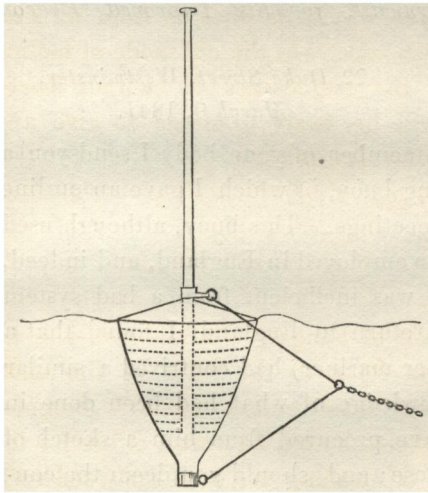
I am, Sir, &c.

MARTYN ROBERTS.

*To the Secretary of the
Society of Arts.*

*Plan of Buoy, by J. FARRANT, Librarian at the
Public Library, Penzance, Cornwall.*

THE staff of the buoy to be a simple pole, of the requisite length, and five or six inches girth ; the buoy to float upright in the water ; the staff, from the line of flotation downward, to be covered with a sufficient quantity of cork or other buoyant material to support the staff and its balance weight or ballast, which ballast is to be a



lump of metal at the lower extremity of the staff, and sufficiently heavy to counterbalance the part of the staff above water.

To moor the buoy in a tide-way, secure it by a span, as in figure, but in such a way that the impact of tide or wind shall cause an

equal strain on two points at equal distances from the line of flotation, but one above and the other below the said line.